BEECHAMS

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EMPIRE AIR TOUR

A COMMENTARY OF INTEREST TO THE WHOLE FAMILY

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EMPIRE

THE HOME OF BEECHAMS PILLS, ST. HELENS, LANCS., ENGLAND

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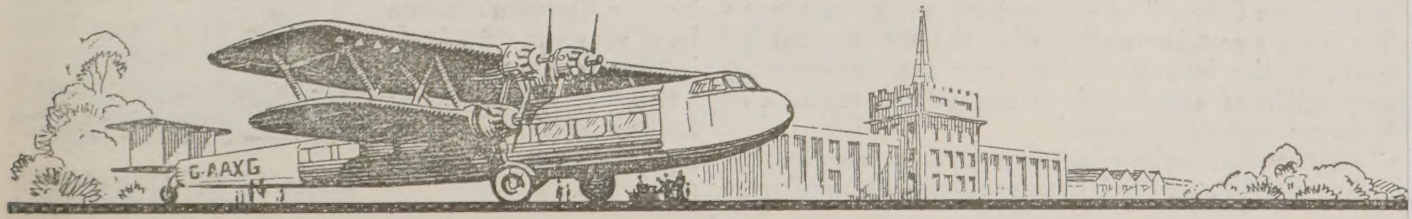
FOREWORD

PERHAPS in no other branch of transport is so much interest taken as in aerial travel, and with the object of fostering interest in air communication, Beechams Pills Ltd. present this booklet, hoping that it may add to the ranks of airminded members of the public, while those already airminded may derive some pleasure from reading its pages.

It has been found necessary, owing to limitations of space, to confine the tour to the Empire Air Routes, but readers should remember that most foreign countries have regular air services of their own, operating with the same facility and punctuality as ours.



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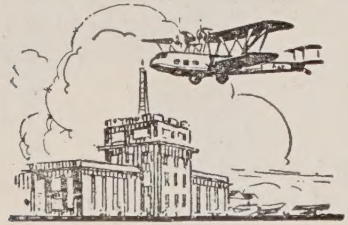
THE FIRST STAGE



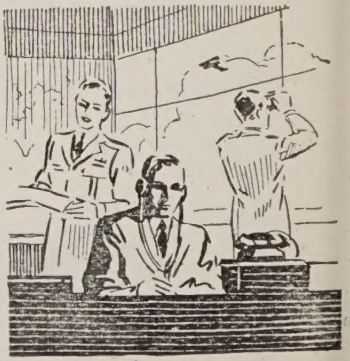
WE are taking you on an aerial tour of the empire in the company of Mr. and Mrs. Robinson, their two children, Betty and Allan, and their friends, Mr. and Mrs. Jackson.

Having previously booked their passages and procured passports, a necessity for foreign travel, we see them arrive at the Imperial Airways departure station at Airways Terminus, Victoria Station, London.

As we join the party, we hear Mr. Robinson speaking, "Now the tickets and passports have been checked, we must all be weighed, and our baggage weighed as well." "Why," says Allan, "what do they weigh us for?" "Well," says father, "an air liner, like a ship, must not carry above a certain weight, in fact the law says that it cannot, in the interests of the crew and passengers. Every gallon of petrol and oil and all the mails and freight are carefully weighed."

"That's right, we're all set now for Croydon—here's the Imperial Airways coach to take us to the Airport."

In a short time our party arrives at Croydon, where the luggage is transferred to the air liner. Allan is naturally thrilled at all the interesting things he sees. "Daddy," he enquires, "what is that large tower for, on top of those buildings?" "That is the control tower," answers his father. "Is that right, Mr. Jackson?" "Yes," says Mr. Jackson, "that is correct, and the room at the top with the large glass windows and the balcony round it is the control room. The control engineers sit in that room, and receive and send wireless messages to all the outgoing and incoming aeroplanes, giving them particulars of weather conditions and instructions for landing. As you can imagine, it wouldn't do for a lot of planes to come landing all at the same time, so the engineer has to arrange for them to land so that no accidents are likely to happen."



CONTROL ROOM

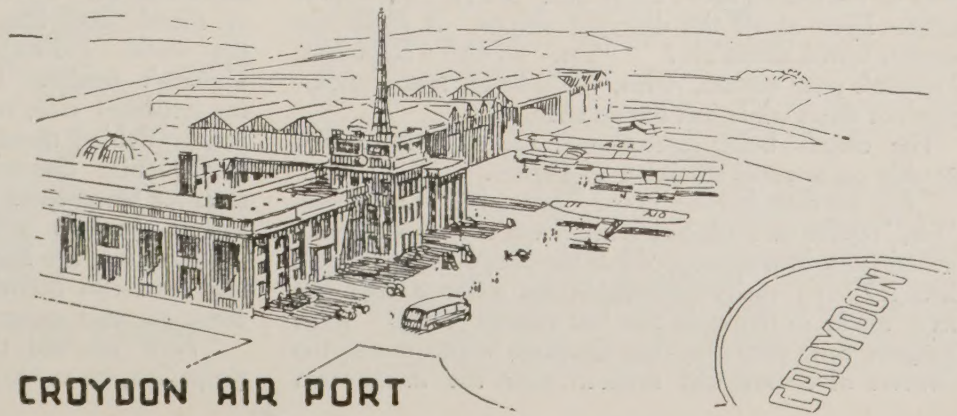
" But, Mr. Jackson," chimes in Betty, " why don't the aeroplanes bump into each other up in the air ? " " Well, Betty," smiles Mr. Jackson, " that is another example of how the safety of the passengers and crew is ensured. The air liners all fly along different ' corridors ' in the air, and they fly at different heights so that there is no danger ; and again, the rule of the air is that all machines must keep to the right. I think it is time for us to go aboard now, we must not be left behind, you know, and these air liners fly to arranged times."

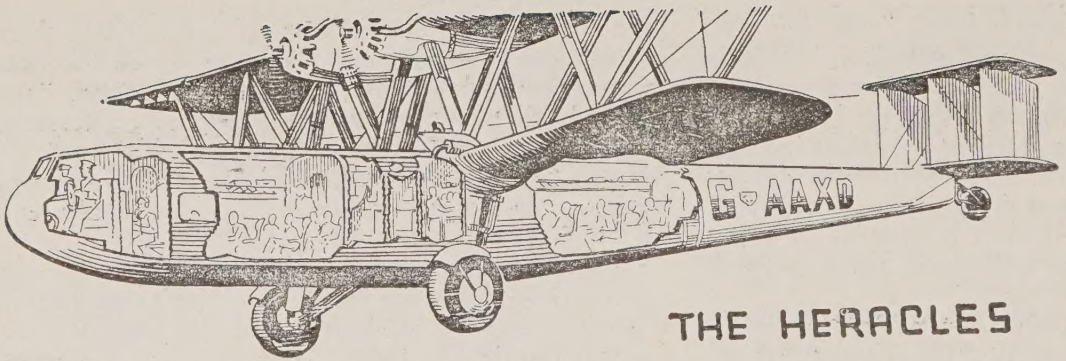
So the party take their places in the large air liner, ushered to their seats by a steward. Allan and Betty are all agog and gaze around in wonder at the comfortable interior of the cabin in which they are seated. The passengers sit in comfortable padded chairs by large windows, and tables are provided. Electric light makes the cabins cheerfully bright at night, in fact, the whole is as comfortable as a Pullman Carriage.

The door is closed. The engines begin to roar, and the huge air liner begins to run forward, swings slowly into the wind, races forward and gracefully rises off the ground, soaring like a bird over the housetops, the fields soon appearing spread out like a patchwork quilt.

Mrs. Robinson turns to Mrs. Jackson and remarks, " I didn't really know we had left the ground until I looked out of the window. Isn't it marvellous, there is no unpleasant sensation, as I expected, it's as smooth as railway travelling." " Yes," agrees Mrs. Jackson, " my husband told me that it would be quite comfortable, but I was a little dubious. I quite agree with him now." Meanwhile Betty and Allan are chattering like a pair of jackdaws, and firing questions at their father and Mr. Jackson.

" Oh, Mr. Jackson, what is that place we are passing over now ? Look at the water." " That's the English Channel," says Mr. Jackson, " and the place we are passing over is Dungeness. Can you see the cross-channel steamer down there ? " " Yes," says Betty, " but what are we rising for ? " " I think there must be some clouds ahead," says father, " and the captain wants to get above them." " I thought he was





THE HERACLES

called the pilot," says Allan. "No," answers his father, "as this is an air liner, they call him the Captain, and the man sitting on his right is the First Officer, just as on a ship. Now we are getting above the clouds. Isn't it a marvellous sight. Look at all the different shapes. It looks like another world, doesn't it?" "Yes," says Mrs. Robinson, "where's your camera, Allan, you'd better take a photograph of them while you have a chance."

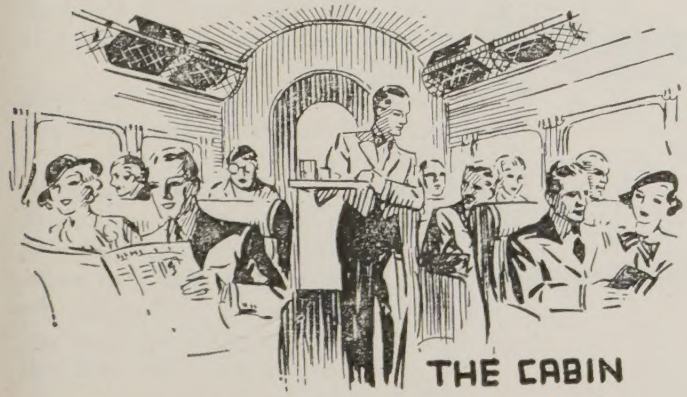
The clouds being passed over, the air liner rushes steadily on towards the coast of France.

"Are we over France now?" queries Mrs. Jackson. "Yes," replies her husband, "and it doesn't seem more than a few minutes since we stepped into the aeroplane at Croydon, does it? It's really remarkable the advance that has been made in flying in the last twenty years. Why, it seems only yesterday that Grahame White, one of the pioneers of commercial aviation, flew the mails from London to Windsor, the first officially recognised air mail service, and that was in 1911."

"The aeroplane we are sitting in now is flying at a speed of about 100 miles per hour, and just think, it weighs, with all the passengers and luggage over thirteen tons. Now look at this picture of the 'Heracles,' one of three large air liners, the others being named 'Horatius' and 'Hengist.' There is another class of two air liners, the 'Scylla' and the 'Syrinx,' which weigh nearly a ton more than the 'Heracles' class. They are made mostly of metal, and they are the largest air liners in the world. Now you can see in this picture the Captain's bridge. The Captain is sitting there on the left-hand side, with the First Officer on his right hand. Behind them is the Wireless Operator at his instruments. Behind this is the forward cabin, with seats for ten people. See the seats where you are sitting now. There is a larger cabin seating twenty-eight passengers at the back of the air liner, with the kitchen and lavatories between the two cabins; by the way, there are two stewards on these large air liners."

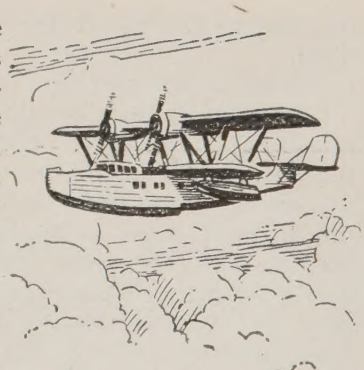
"Now you see the four engines which drive the propellers, or as they are more usually called, the air

screws. Each of these engines is 555 horse-power, so that the total horse-power is 2,220. The advantage of the four engines is that in the remote case of one of them failing, the machine can carry on with the remaining three. But I might tell you that the risk of anything going wrong with either the engines or any other part of the machine is negligible, because no machine on the Imperial Airways services is allowed to take off into the air unless she has been passed as in perfect flying order by an official of Imperial Airways, who is licensed by the Government. And furthermore, the Government demands a daily record of the condition of each machine, including particulars of each day's journey and of all repairs and adjustments. Well, I think we are getting near Paris now. Yes, the Captain is bringing the aeroplane down."



THE CABIN

In a long sloping glide the great machine drops toward Le Bourget, the airport, the wheels touch the ground without a jolt, and the air liner comes to rest before the airport buildings. The journey has taken two hours and a quarter.



ABOVE THE CLOUDS

We have an hour or so to spare, so we accompany the two families to Paris, where Mrs. Robinson and Mrs. Jackson are thrilled with the shops, the Rue de la Paix, the Arc de Triomphe and particularly the Cafés, where the tables are set on the pavement.

Owing to political reasons, the usual procedure on the eastern air services is to travel to Brindisi from Paris by rail, but a special service is now run from London to Brindisi in the " Diana " class of air liner. We will, therefore, continue our trip by air in one of these liners. The passengers embark at Le Bourget.

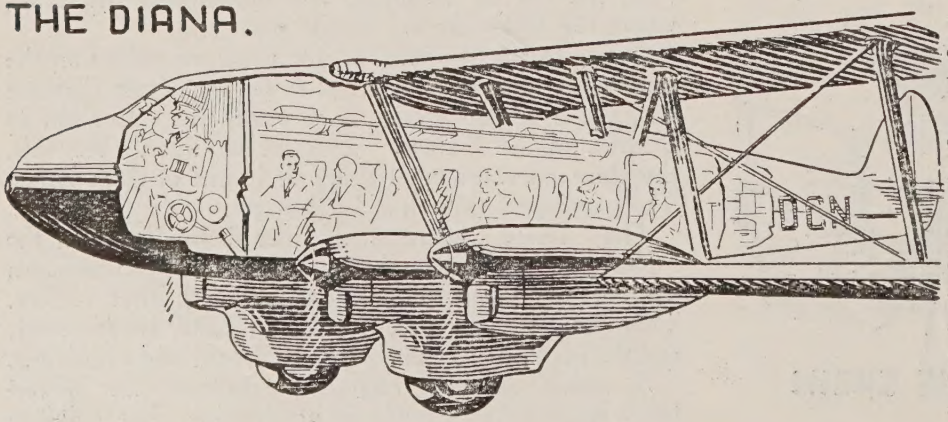
The " Diana " class of air liner is smaller than the " Heracles " or " Scylla " classes, and has accommodation for ten passengers with a Captain and First Officer. There are four engines, developing 2,000 horse-power, and the machine weighs, fully loaded, four and a half tons.

So with a roar of the engines the air liner takes off and heads south towards the lands of sunshine. The children

are again thrilled at the panorama spread below them.

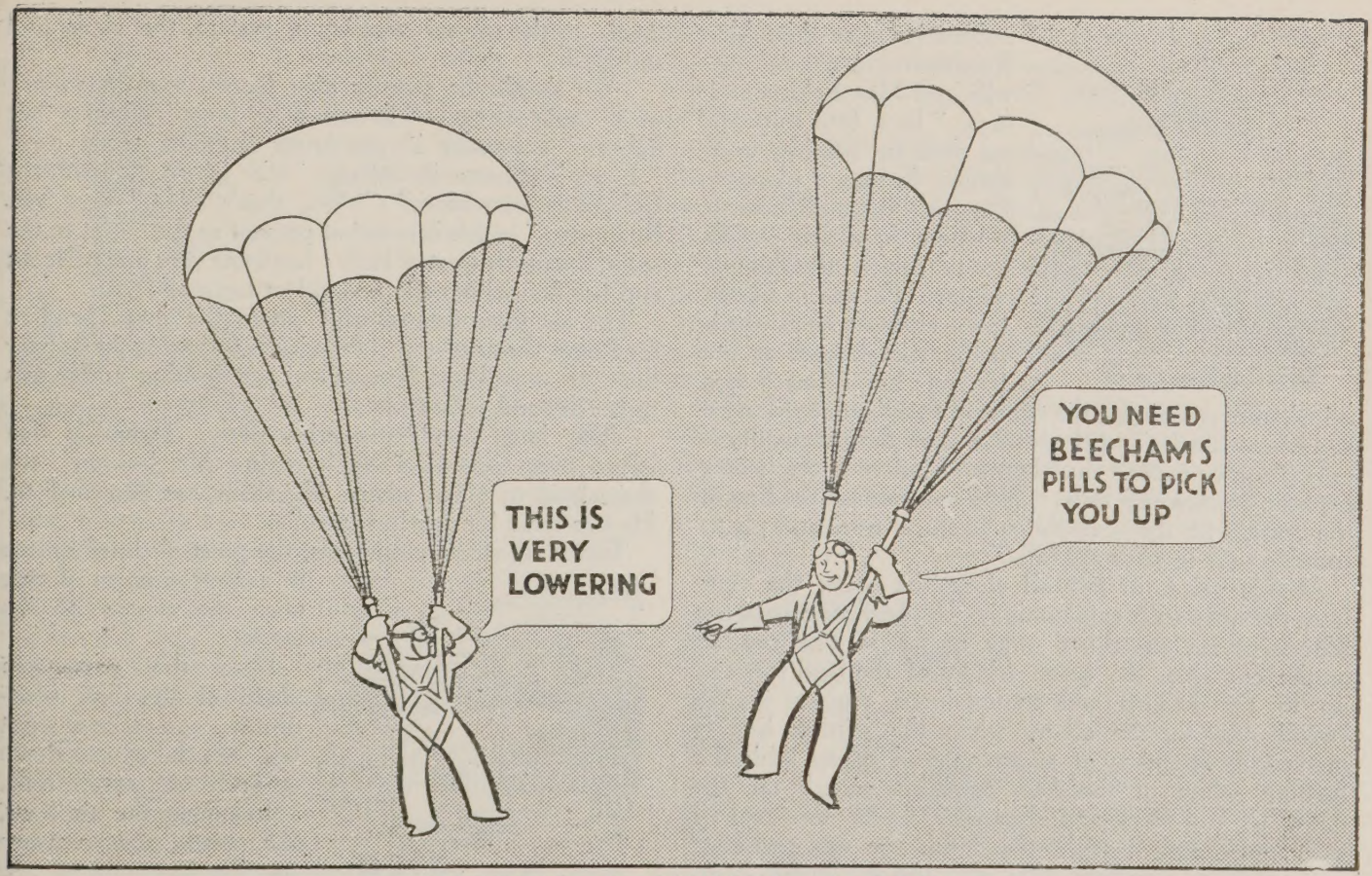
"What is that town down there, daddy?" asks Allan. "Let me see," replies his father, consulting a map he has spread out on the table, "that will be Fontainebleau, on the river Seine, and it has a magnificent palace which you can see there, where the President of France lives in the summer. Look at the forests spreading all round, they cover 42,500 acres. The next place we shall pass over is Auxerre. We are coming to it now, an industrial city. We're getting near the mountains now; don't they look grand from above? We shall pass down the Rhone Valley towards Marseilles, where we stop for a while." Allan, who has had his nose glued to the window, cries, "Here's a big city, daddy, what is it?" "That's Lyons, Allan," answers Mr. Robinson, "the centre of the silk-weaving industry and a very important industrial centre. It has many beautiful churches and other buildings, and it has a population of over half a million." "There seems to be a change in the fields round here," says Mrs. Jackson. "Yes," says Mr. Robinson, "we are getting into the vineyard district, and a great deal of wine is made around here. We are just passing over the main town of the district, Valence." "Oh, look," cries Betty, "all those mountains right over there." "Yes," says her father, "those are the Italian Alps, and they are over fifty miles away. It's a good thing it's a clear day, or you would have missed that wonderful sight." Meanwhile, Mrs. Jackson has been looking at the map. "Mr. Robinson," she asks, "isn't the place we are passing over now called Avignon?" "Yes," replies Mr. Robinson, "it is a very old town, and it was the residence of the Popes from 1309 to 1378."

THE DIANA.



Soon after begins the long glide down to Marseilles and the passengers alight for a little while, and for a trip into the city. This fine seaport on the Mediterranean is the outlet of Southern France for many exports, and has a very cosmopolitan population.

After a short tour of the city, the passengers return to the air liner, and the machine departs for the next call on the route.



WORTH A GUINEA A BOX

MARSEILLES

Shortly after this, Mr. Robinson turns to his wife and Mrs. Jackson and says, "In a few minutes we shall be passing over three famous places—Cannes, Nice and Monaco—where the society people go to escape the English winter. Cannes is a large town, as also is Nice, which is the spot known as the Riviera; but Monaco is a principality containing the towns of Gondamine, Monaco and Monte Carlo, and the total area of the principality is only 8 square miles. Just beyond Monaco is the border between France and Italy. Now you can see the line of the coast, with the beautiful subtropical trees and plants running back towards the hills."

At this point, in fact all along the coast, the view from the air is really exhilarating. The brilliant blue of the Mediterranean stretching away as far as one can see on the one side, the green fringes of the land running up to the heights and mountainous regions of the Italian Alps on the other, while the joining line is marked by stretches of gleaming sand edged with the flashing white of breakers tumbling eagerly on the sand, to run back and disappear under the curl of each succeeding wave. Overhead, the sun pours its rays from a cloudless blue sky, but in the air liner, thanks to the special ventilating system, the air is cool and fresh.

"We should be passing over Genoa soon, shouldn't we?" asks Betty. "It won't be long," answers her father, "I wonder if you know anything about it?" "I do," chimes in Allan, "it's where Christopher Columbus was born." "Yes, that's right," says Mr. Robinson, "and it is noted at present as the outlet to the sea of the north-west of Italy; has some very fine palaces; and has flourishing silk and velvet factories."

The air liner flies steadily down the coast, heading for Rome, the next stop. Practically following the railway line we pass Pisa, famous for its leaning tower, its university and cathedral.

"Oh, look," suddenly cries Betty, "what is that island over there?" "Ah," replies Mr. Jackson, "it's the island of Elba, where Napoleon was banished to. He was there for nearly a year."

Travelling steadily onwards, the great air liner arrives in a short time at Rome, once the centre of the world.

NICE

Here the passengers alight at the fine aerodrome, and take a short trip into the city. Rome is built on seven hills.

Rejoining the air liner, the party now prepares for the last stage of the

COLUMBUS STATUE GENOA

journey in this type of machine. Away flies the aeroplane heading for Brindisi, climbing soon to cross the Apennine range of mountains which runs like a backbone down the centre of Italy.

"I can see the sea again," cries Betty, excitedly, "look, can you see it, daddy?" "Yes," replies Mr. Robinson, "that means that we are getting near to our next stop, which is for the night."

Presently, down glides the plane to the airport at Brindisi, where the first stage of the flight is completed. The travellers are taken to an hotel for the night, and it might be remarked that all hotel accommodation is provided for in the fare on the long-distance services.

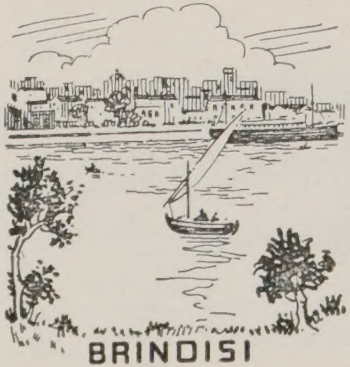
Brindisi is a large seaport and fortress on the Adriatic Sea, the port of embarkation for sea travel to the East, and now also the point of embarkation of the Imperial Airways Eastern Services.

The flight across the Mediterranean Sea to the next port of call is undertaken in one of the Imperial Airways flying-boats. There are three liners in this class, the "Scipio," the "Satyrus" and the "Sylvanus."

The following morning, therefore, the party climb aboard the "Scipio" and in a few minutes the flying-boat glides along the harbour, and, as gently as a bird, rises gracefully aloft and speeds away in the direction of Greece.

Allan asks Mr. Jackson a number of questions about the flying-boat, so Mr. Jackson unfolds the picture of this machine and explains the details. "The flying-boats," he says, "are, of course, smaller than the air liner which we have left at Brindisi, but nevertheless, they are very powerful, in fact, the four engines have the same horse-power as the 'Heracles' class. Fully loaded, they weigh fourteen tons and have a maximum speed of 130 miles an hour."

"They carry a Captain, a First Officer, a Wireless Operator and one Steward, and the machine has accommodation for sixteen passengers. There is the usual mail and freight holds, a kitchen, a lavatory, and even a library. All the comforts of the 'Heracles' class of air liner are experienced on these flying-boats."



BRINDISI

The flying-boat has now crossed the mouth of the Adriatic, and passes over the Island of Corfu, with its olive groves and its vineyards. From thence it passes down the west coast of Greece, and over the Gulf of Corinth.

"We shall soon be at Athens, now," exclaims Allan, who has been studying the map. "Yes," his father agrees, "and we shall stop for a little while to re-fuel. Athens is the capital of Greece," continues Mr. Robinson, "and is the most renowned city in antiquity. It was the ancient centre of Greek art and learning, and was famous even before Rome was at its best. A panoramic view of Athens is one of the finest sights, with the Acropolis rising up from the city, and the Parthenon, the temple of Minerva, situated on the summit. This temple was built in 438 B.C., and is reckoned the purest example of Doric Architecture. There are many other relics of ancient Grecian civilisation near the modern city, all testifying to the extremely high state of culture to which the Grecians of that period had risen."

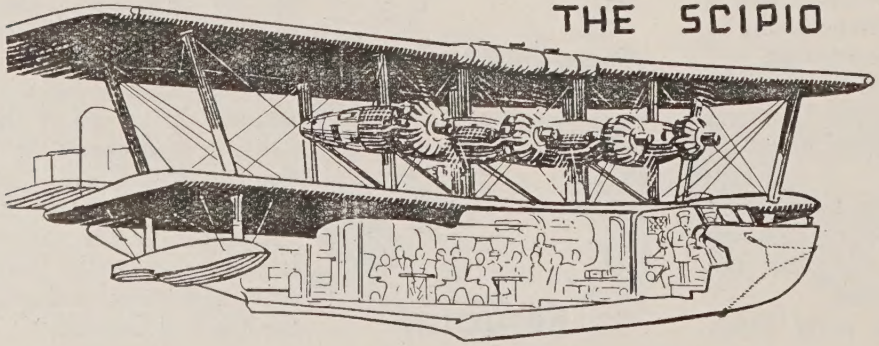
The re-fuelling being completed, the flying-boat takes off and heads again towards Alexandria. As we fly on, the blue Mediterranean lies below us in an unbroken expanse with here and there a ship which looks like a toy, leaving a long creamy wake behind it.

THE ACROPOLIS ATHENS

The passengers are now reading or indulging in some form of hobby, such as needlework or knitting, to while away the time in the uneventful crossing. Mrs. Robinson opens her small travelling case and takes out her crochet work which her friend, Mrs. Jackson, admires.

"That's a very pretty pattern of jumper," remarks Mrs. Jackson. "Is it very difficult to work?" "It is rather nice, isn't it," says Mrs. Robinson, "and it's very simple to make. See, here are the instructions. You can copy them down if you wish, or I can lend you the book when I have finished my own jumper." "I'll borrow the book when you have finished with it," says Mrs. Jackson.

THE SCIPIO



Continued on page 13—second column.

CROCHET JUMPER

WORKED in simple double crochet this jumper is one of the easiest to make, and the fluted shell jabot is quite new.

MATERIALS :—Use 11 oz. of Briggs' W.B. Rosedale 4-ply Fingering, a crochet-hook size 8, and a pair of knitting needles No. 10.

TENSION :—Worked at a tension of 6 double crochet to the inch in width, this jumper will fit a 36-inch bust size figure.

FRONT :—With the knitting needles cast on 100 stitches and work in ribs of K. 1, P. 1 for 3 inches, knitting into the backs of the stitches in the first row. Cast off, but do not break off wool. Now with the crochet-hook work as follows : 1 double crochet in each cast-off stitch to end of row, make 1 chain ; turn.

Next row.—1 double crochet in each double crochet of previous row, make 1 chain ; turn. Repeat this row till work measures 12 inches from start, then shape the armholes as follows :—

Next row.—Work to within 6 double crochets of end, make 1 chain ; turn.

Next row.—Work to within 6 double crochets of end, make 1 chain ; turn.

Now decrease 1 double crochet at each end of the next 9 rows. Now work without decreasing till work measures 4 inches from start of armhole, then shape the neck thus :—

***Next row.*—Work over 25 stitches ; turn, and work back. Continue on these stitches only for the time being, thus : decrease 1 stitch at the neck edge of the next row and every alternate row till 21 stitches remain. Then continue without further decreasing till armhole measures 6 inches from start, ending at neck edge. Then shape the shoulder thus : in the next row work over 7 double crochets ; turn and work back ; turn, and work over 14 double crochets ; turn, and work back. Work to end of row and fasten off. Join on wool at armhole edge of other side and work to match from **.

Then join on wool at one side of the neck and work 6 rows of double crochets along the neck edge.

BACK.—Cast on 90 stitches and work exactly as for the front until the armholes are reached. Then shape these as follows :—

Next row.—Work to within 4 double crochets of end, make 1 chain ; turn.

Next row.—Work to within 4 double crochets of end, make 1 chain ; turn.

Now decrease 1 double crochet at each end of the next 6 rows ; then work without further decreasing till work is 4½ inches deep from start of armhole. Shape the neck thus :—

***Next row.*—Work over 25 stitches ; turn, and work back.

Continue on these stitches for the time being, but decrease 1 stitch at the neck edge of every row till 21 stitches remain. Continue on these stitches without further decreasing till armhole measures 6 inches from start, ending at neck edge, then shape the shoulder

thus : in the next row work over 7 double crochets ; turn, and work back ; turn, work over 14 double crochets ; turn, and work back ; work to end of row and fasten off.

Join on wool at armhole edge of other side and work to match from **.

Then join on wool at one side of neck and work 6 rows of double crochets along neck edge.

SLEEVES (*both alike*).—Cast on 50 stitches and knit in ribs of K. 1, P. 1 for 3½ inches. Cast off, but do not break off wool, then work in double crochets as for main part, but increase 1 stitch (by working twice into same stitch) at each end of every 8th row until there are 66 stitches in row. Continue without further increasing till sleeve measures about 18 inches from start, then shape the top by decreasing 1 stitch at each end of every row till 18 stitches remain. Fasten off.

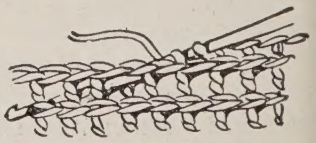
THE JABOTS.—For the right-side jabot work as follows :—Make 21 chains and do 1 double crochet in each chain to end of row. Then continue thus :

(Note.—The rest of the jabot is worked in half treble, and in working each half-treble, instead of picking up the top of stitch in row below in the ordinary way, pick up the bar of stitch, in some cases inserting hook from front and in some cases from back. (See diagrams.)

1*st row* (right side).—1 half treble in front of 1st stitch*, 1 half treble in back of each of the next 9 stitches, 1 half treble in front of next stitch. Repeat from * once.

2*nd row* (wrong side).—1 half treble in back of 1st stitch. * 1 half treble in front of each of the next 9 stitches,

Working a half-treble into front of stitch.



Working a half-treble into back of stitch.

1 half treble in back of next stitch. Repeat from * once.

3rd row.—2 half trebles in front of 1st stitch, * 1 half treble in back of each of next 9 stitches, 2 in front of next stitch. Repeat from * once.

4th row.—1 half treble in back of each of the first 2 stitches, * 1 half treble in the front of each of the next 9 stitches, 1 in the back of each of the next 2 stitches. Repeat from *.

5th row.—1 half treble in front of 1st stitch, 2 in front of next, * then 1 in back of each of next 8 stitches, miss 1 stitch, 1 in front of next stitch, and 2 in front of next. Repeat from * once.

6th row.—2 half trebles in back of 1st stitch, 1 in back of each of next 2 stitches, * 1 half treble in front of each of next 8 stitches, 2 in back of next stitch, and 1 in each of next 2 stitches. Repeat from * once.

Continue in this way, decreasing 1 stitch in each of the two large groups in next and every alternate row, and increasing 1 stitch in each of the three small groups in every row, till there are only 2 stitches left in each of the original "large" groups. Fasten off.

Work the jabot for the left side in the same way, but from 5th row onwards increase on right side of work at the beginning of vertical groups instead of at end, and on wrong side increase at end of vertical groups instead of at beginning. Also "miss" the first stitch of "large" groups instead of last.

Press jumper and join all seams. Insert sleeves into the armholes and sew on the jabots, one to each side of the neck.

Pattern and illustration by kind permission of "Home Journal" from Bestways Pretty Jumper No. 548.

Continued from page 10.

"Isn't it a marvellous trip?" Mrs. Robinson continues, "I'm enjoying every minute of it, and I'm glad the children are enjoying it. I suppose it's because they are in such a healthy condition, and I don't mind confiding in you and telling you that I rely on Beechams Remedies to keep them fit. In fact, we all take Beechams Pills, and we always have Beechams Powders handy. I find them marvellous in relieving colds and chills." "Well," says Mrs. Jackson, "Mr. Jackson and I are also sound believers in Beechams, and I think they do well to call them Family Remedies. By the way, have you tried Beechams Lung Syrup? It cures throat and chest troubles in no time. You'll find it unequalled for the children." "I'll most certainly try it," answers her friend.

Testimonial

"I feel I must write in appreciation of the wonderful result of your Powders.

Last week I had occasion to have some teeth extracted. When the reaction of the nerve started about two hours afterwards, it nearly drove me mad.

It was then I turned to Beechams Powders, and in less than ten minutes I was quite normal again.

Your Powders are now a 'Family Medicine' with us, for whenever one of us feels 'off colour' we always fly to Beechams—the results are wonderful.

(Signed) W. M. F—."

THE SECOND STAGE

ALEXANDRIA

THE port of Alexandria is approached, and the flying-boat alights in the harbour. The passengers stay here for a short while and take this opportunity of viewing the town, which is the second most important in Egypt, and the chief port.

Having once more taken aboard its complement of passengers, the flying-boat takes off and flies to Cairo, where it alights on the river Nile. The passengers spend the night here, and are thus able to look round the city where ancient and modern are to be seen, cheek by jowl, both in the costume and the architecture. The native quarters, with the bazaars and chattering throng, are well worth visiting.

Our party cannot resist a trip up the Nile and a visit to the Pyramids. "What funny boats," says Allan. "That type of boat is called a 'dahabieh'," replies his father.

Next morning we proceed to the airport, which is at Heliopolis, and we climb aboard one of the "Hannibal" class of air liners. These are similar to the "Heracles" but as there is more space allowed for mails, they do not carry as many passengers.

As the plane leaves the airport we again see the Pyramids, which the machine passes over, and we then head towards the next well-known spot, Gaza, for it was here that Samson pulled down the house upon the Philistines. Striking north-east, we pass over the Dead Sea, with Jerusalem in the distance.

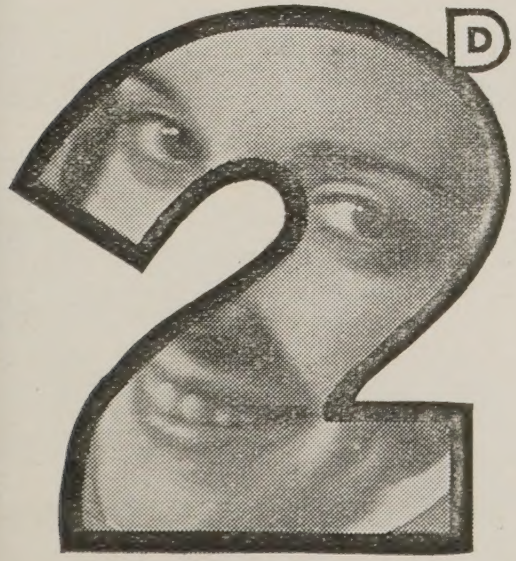
"Do you know anything peculiar about the Dead Sea, Betty?" asks Mr. Robinson. "I don't think so," answers Betty. "Well," says her father, "it contains so much salt that you cannot sink in it."

A DAHABIEH

We now land at Rutbah Wells, in Iraq, in order to re-fuel. Taking off again, we fly on to Baghdad, which marks the end of another day's flight. Just south of Baghdad is the site of the ancient city of

CHILLS, COLDS, 'FLU

GO FOR 2D



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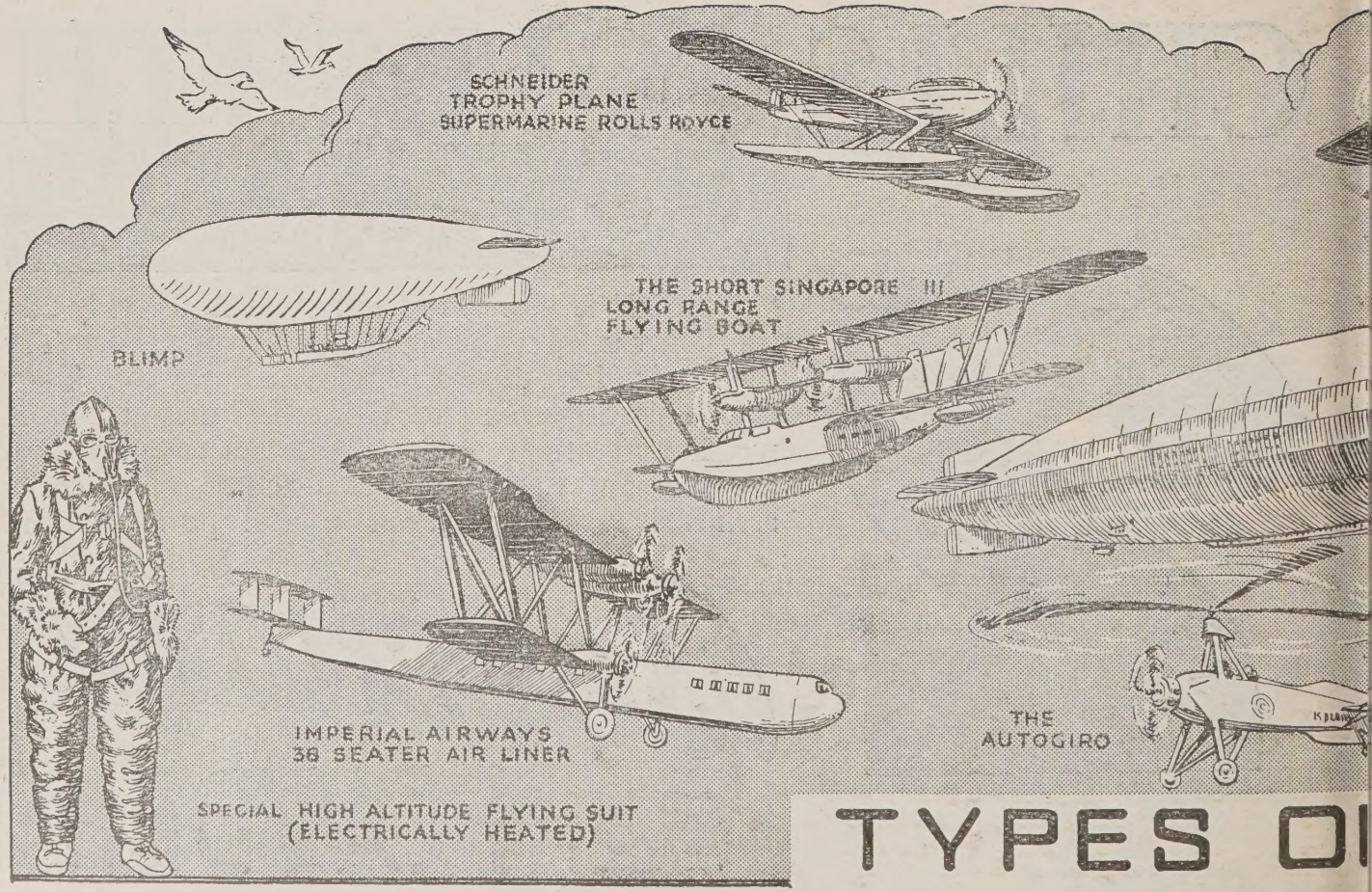
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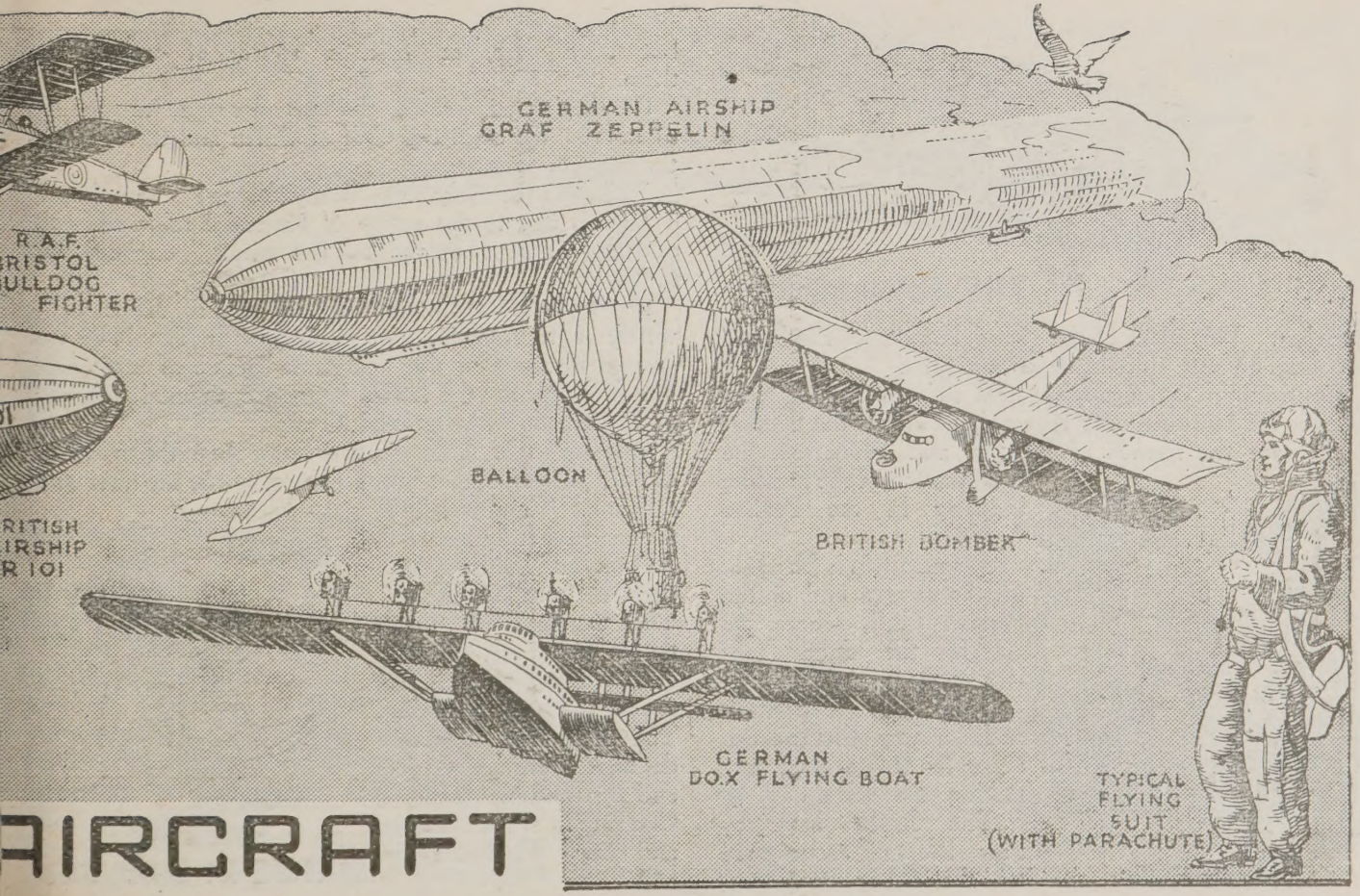
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RISTOL
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BALLOON
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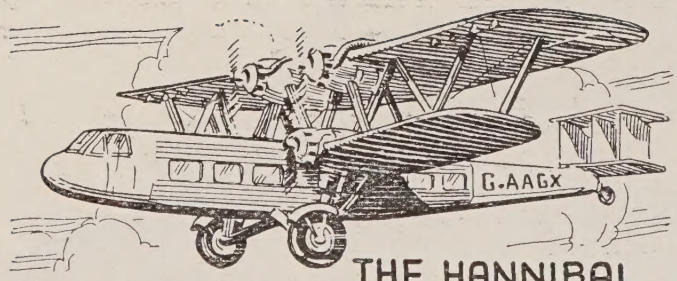
GERMAN
DO.X FLYING BOAT
TYPICAL
FLYING
SUIT
(WITH PARACHUTE)

AIRCRAFT



THE HANNIBAL

Babylon. This plain of the rivers Tigris and Euphrates is backed on both sides by desert and hills.

Continuing our journey we next arrive at Basrah, from whence we fly south over Koweit, and down the Persian Gulf, over the islands of Bahrein and Muharrak, the headquarters of the pearling industry in the Persian Gulf.

THE BAZAAR QUARTER BAGHDAD

Our next trip is Shargah. on the eastern end of the Persian Gulf, where we stay for the night. This is a rather wild spot so the rest house is built in such a way that it can be defended against any raiding Bedouins.

The Arabs have by now become accustomed to the flying machines, but they were, at first, a source of wonder to them.

Continuing our journey the next morning, we proceed to India. We cross the Gulf of Oman and travel along the Makran coast.

"Haven't the rocks some funny shapes?" says Allan. "That is due to the action of torrential rains and the particles of sand carried by the winds," explains his father.

Having called at Gwadar, on the coast of Baluchistan, we fly on to Karachi, the Gateway of India. Here we change into one of the "Atalanta" class of machines. These are run by the Indian Trans-Continental Airways, in conjunction with Imperial Airways.

Once on board, Allan wants to know about the machine, so Mr. Jackson shows him a picture of the air liner and explains. "The weight of the machine fully loaded is 8.9 tons, and the maximum speed is 155 miles an hour." The engines, of which there are four, develop 1,360 horse-power, and are set in the single wing. The cabin has accommodation for eleven passengers and the machine carries a Captain, a First Officer, and also a Wireless Operator."

ARABS AT SHARGAH

THE THIRD STAGE

KARACHI

LEAVING Karachi, we proceed to Jodhpur where we spend the night. This is the party's first chance of studying the natives of India at close quarters, and they are extremely interested in the numerous types they see, and in the various costumes worn.

The next day we leave Jodhpur and fly to Delhi, the capital of India. From Delhi, our route lies in a south-easterly direction, following the great plain of the Ganges.

"This area over which we are passing," Mr. Jackson explains to the children, "produces a very large quantity of wheat, and also a lot of cotton is grown here."

Passing over Cawnpore, a spot made famous by the Indian Mutiny, we soon reach Allahabad, a name conferred on this sacred spot by Akbar the Great. Allahabad means "The Abode of Allah." At this spot the two sacred rivers Ganges and Jumna unite, and so Allahabad has been, from time immemorial, of great religious significance, being the scene of a yearly Hindu Festival.

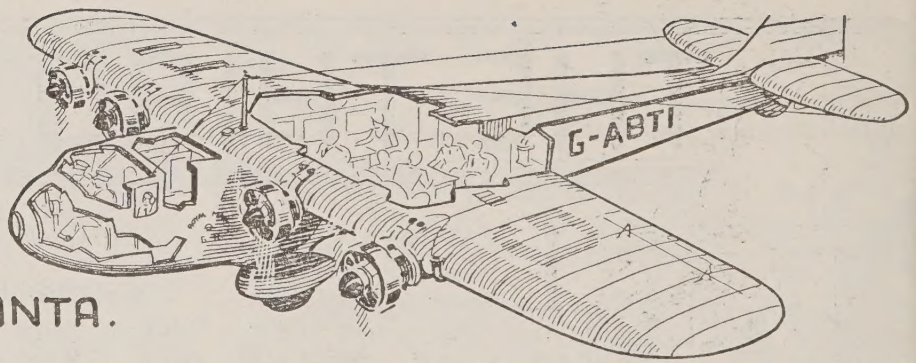
The children notice a change in the character of the landscape spread below them, and ask their father the cause. "What you can see down there," he explains, "are the flooded rice fields. The rice plants are so fond of water that the fields in which they are grown must be covered with water all the year round."

We reach Calcutta, one of the great ports of India,

INDIAN NATIVES

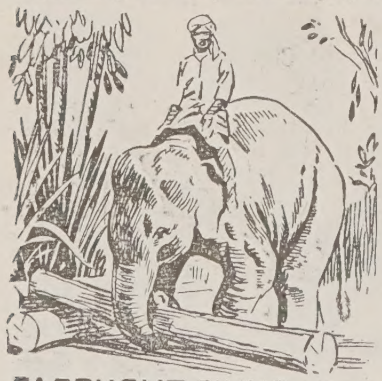
with a fine harbour and many large buildings, and here we stay over-night.

Leaving Calcutta, we fly over the mouth of the river Ganges with its huge delta. "Are all those channels part of the same river, daddy?" asks Betty. "Yes," her father answers, "there are hundreds of them, and the whole delta is two hundred and fifty miles wide. You can see the dense jungle reaching right down to the banks of the channels."



THE ATALANTA.

Skirting the Bay of Bengal, we fly down the west coast of Burma, and the children notice with interest the dense jungle and the high mountains which are found in this part of the world.



ELEPHANT PILING LOGS

Calling at Akyab, which has a fine harbour, we continue over the mountains and jungle. Mr. Robinson tells the children that there are no roads through this dense jungle, "only tracks made by wild elephants," he explains, "and the elephants are caught and tamed, to be used on the estates, carrying and piling teak logs, for a great deal of timber comes from Burma, as well as sugar, tobacco and rice."

The same evening we reach Rangoon, the capital of Burma, where we remain for the night, so the party has time to glance round the city.

Burma, like most other eastern countries, is rich in temples or pagodas. "This pagoda," explains Mr. Robinson, as the party stands before the Shwe Dagon Pagoda, "is the largest Buddhist shrine in the world, and was built over twenty-five centuries ago. Inside it are kept sacred relics of Gautama Buddha, and the topmost portion is of solid gold encrusted with precious stones."

Bangkok is our objective the next day, and this we reach in a few hours. This city is the capital of Siam,

TAPPING A RUBBER TREE

and is very often referred to as the "Venice of the East." Here one sees scores of boats on the river, which is lined with buildings, and on these boats whole families live and ply their trades.

There are also many temples in and around Bangkok, some of them of great antiquity and with lavish and costly decorations.

Taking off from Bangkok we fly south-east, leaving Siam behind us and entering Malaya, where we again see the bright green of the rice fields and the upturned earth of the tin mines. We soon arrive at the island of Penang, from whence we proceed to the air port of Kuala Lumpur, the landing-ground for Singapore.

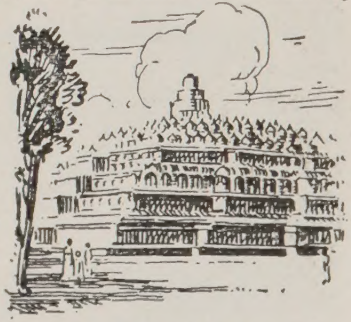
"A great deal of rubber is exported from Malaya," explains Mr. Robinson, "and it is interesting to know how the rubber is obtained. The bark of the tree is cut scientifically so that the juice or 'latex,' as it is called, runs down into a container. This latex must be prepared before it is suitable for exporting, and native labour is used under the supervision of white men. The trees are 'tapped' at certain intervals, and if the tapping is carried out correctly no ill-effects are experienced by the tree. Rubber thieves, however, are responsible for a number of ruined trees, as they usually gash the bark in a number of places to force a rapid flow of the latex."

Singapore, with its busy harbour and its modern buildings, is one of the most important ports of call in the east, and is a British naval base.

The next stage of our journey is undertaken by Qantas Empire Airways, an associated company of Imperial Airways. The machines are the "Diana" class.

Flying southwards, we come to Batavia, at the western end of Java, a flourishing island in the Malay Archipelago. As we are in the region of the Equator, the vegetation is very luxuriant, and the products of this small island include petroleum and oils, cotton, rubber, tobacco, spices, fruits, sugar, tea, coffee, cocoa, coconuts, rice and sago, so that as a consequence it is the most densely populated of any of the islands in the Archipelago.

"Daddy," queries Allan, "are the natives of Java fierce?" "Well, they are certainly not civilised," his father replies, "especially the inland tribes. At one time it was their practice to collect the heads of their victims in battle, hence the nickname of 'head hunters'." Passing on, we reach Sourabaya on



BORO BUDUR BUDDHIST SHRINE JAVA

the eastern end of the island and continue to Rambang and thence to Koepang on the island of Timor, which is the last point we see before reaching Australia. We first pass over the Timor Sea, which is the terror of all aviators in single-engined planes, as it abounds in sharks and it is swept by sudden storms. The air liners, having four engines with sufficient reserve of power, can safely cross this treacherous stretch of water even in the remote case of one of the engines failing.

So we reach Darwin in North Australia, the only port of any consequence in the north. The whole district around here is moderately flat. Sheep are reared, while on the coast pearl-shell fishing is carried on.

As the air liner travels from Darwin on towards Cloncurry, the view is composed chiefly of long rolling grassland.

DARWIN

Mr. Jackson and his friend, Mr. Robinson, being in Australia, naturally fall into a conversation about cricket, for it is with the Australian Cricket Team that the English Team has its battle for the Ashes.

"Talking of cricket," says Mr. Jackson, "do you know:

A batsman may play the ball twice but only to protect his wicket. If he plays the ball a second time with the object of scoring runs he may be given out.

No catch can be made by a fieldsman outside the boundary line.

A fieldsman, however, can stand inside the boundary line and catch a ball which is outside.

No batsman can be given out unless there is an appeal from the fielding side.

If batsmen run two and in attempting a third run one is run out, what runs are counted? Two.

A batsman can be run out or stumped off a "wide."

Does it count as a run if a batsman hits the ball into the air, reaches the other crease, but is caught? No.

If a batsman hits the ball and then slips and breaks his own wicket, is he out? No.

A side may be compelled to follow-on if they are 150 runs behind their opponents' total.

If a batsman's bat is on the popping crease line and his body outside when his bails are removed, is he out? Yes. A portion of his body or bat must be INSIDE the line.

No bowler is allowed to throw the ball or jerk it forward.

No wicket-keeper can stump a man if he does not remove the bails with the hand HOLDING THE BALL.

The wicket-keeper is not permitted to take the ball in front of the wicket and stump a batsman.

A batsman may play a straight ball with his pads and be not out. The umpire, however, must be satisfied that the ball would have passed over the wickets.

It is permissible for a bowler to bowl one ball over-arm and the next under-arm. He should notify the umpire of any such change, however.

When is the ball in play? As soon as the bowler begins his run.

Should a batsman obstruct a fieldsman when in the act of catching the ball he can be given out.

In such an event the man who hit the ball would be given out even if the other batsman was guilty of the obstruction.

No substitute is allowed to bowl and can only be brought on to the field with the permission of the opposing captain. Substitutes, however, are usually allowed as an act of courtesy.

It is permissible for a batsman to play the ball with his legs. He may do it safely with a ball which pitches off the wicket.

Would a batsman be given " stumped " or " run out " were the ball to pass the wickets and rebound on to the stumps with the batsman out of his ground? It would be " stumped."

It is possible to get a batsman out leg before wicket although bowling round the wicket. If the bowler makes the ball " straighten " and the batsman plays it with his pads he would be out.

How many ways can a batsman be given out? Nine. Bowled, caught, stumped, run out, leg before wicket, obstruction, hitting ball twice, hit wicket, handling the ball.

If a batsman plays the ball with his hand and is caught, he is " out."

From Cloncurry, the plane flies to Longreach and Charleville, where the country begins to change and becomes hilly, and on the next lap to our destination we pass over the Great Dividing Range and drop down to Brisbane, the terminus of the Eastern Service.

BRISBANE

THE FOURTH STAGE

S. AFRICA

THE African Service commences at Cairo, so we must retrace our steps to Heliopolis, the airport of this Egyptian city.

For the Eastern route we left the airport in a "Hannibal" class of air liner, and for the journey to Capetown we fly in the same type of machine.

The air liner strikes south and flies over the Nile, calls at Assiut and then continues over the Nile towards Karnak and Luxor.

Mr. Robinson turns to the children and says, "These two places, Luxor and Karnak, form the ancient city of Thebes, and has many temples, the most famous being the Great Temple of Karnak. We shall soon see the equally famous 'Valley of the Tombs of the Queens,' and I wonder if you know of a great discovery that was made there thirteen years ago?" The children not being able to remember, Mr. Robinson continues, "Well, it was the discovery of the tomb of Tutankhamen, who lived about 1350 B.C."

We soon pass over Assuan, and the children are very interested in the famous Dam, built by British engineers. The capacity of this reservoir is 81,190 million cubic feet.

At Wadi Halfa, which we reach next, there is a famous temple, Buhen, which was built about 2,000 B.C.

Our next important stop, where we stay the night, is Khartoum.

Mr. Robinson, telling the children about this famous city, says, "This city was the capital under the Mahdist rule, but in 1898 Lord Kitchener defeated the Dervishes and had the city rebuilt, so that the plan is composed of a series of Union Flags, as a perpetual reminder of British Power."

GIRAFFES

Continuing our journey next day, we call at Kisti and then Malakal. We are now approaching the land of big game, being

MOTHER KNOWS BEST—

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FOR THROAT AND CHEST.
COUGHS
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The 2/6 size contains three times the quantity of the 1/3 size

already in the Sudan. The children are naturally excited, and keep their eyes fixed on the ground, on the lookout for herds of animals. Allan suddenly cries out, " Look, daddy, are those giraffes down there ?" " Yes," answers his father, " see how they travel in herds."

We stop for the night at Juba, and next morning proceed southwards, passing over the Murchison Falls, some of the most famous falls in Africa. " What river is this, Daddy," asks Betty, " that those falls are on ? " " We are still following the Nile," replies her father, " you know the river Nile is the second largest river in the world, and is 3,600 miles long."

At this stage the party is fortunate and is able to see a herd of elephants roaming over the swamps on the bank of the river. Mr. Robinson tells the party about these swamps. " The name given to this swampy ground is 'Sudd,' and it is really vegetable matter which forms into solid masses between fifteen and twenty feet in thickness, and so compressed that it can support the weight of elephants. "

NATIVE HUTS

We now cross the border of Uganda, and reach Entebbe, the seat of Government. Uganda is a great game area, and the party see many species of animals from the air.

MT KILIMANJARO

At Kisumu, in Kenya Colony, we change from the " Hannibal " into one of the " Atalantas," and we soon reach Victoria Nyanza. " This lake," explains Mr. Robinson, " is the largest in Africa, and has an area of 26,000 square miles, and it is 3,700 feet above sea level."

We next arrive at Nairobi, where we spend the night. The party is very interested in the natives found here.

Proceeding on our way next morning, we pass between the peaks of Kilimanjaro, an extinct volcano 19,320 feet high, and Meru, and we are now in Tanganyika Territory. In this area, game can only be hunted by license, and the party is thrilled by the sight of several groups of lions, and other game.

We call at Moshi and then proceed to Dodoma, famous for its " Lion Rock," and we end this stage at Mbeya, staying here for the night.

The last three places mentioned are small places with very few European inhabitants, and as a consequence there is not much to interest the visitor. In order to

interest the children, Mr. Jackson shows them some puzzles and jokes which he has found in a magazine.

QUESTION: Which has the greater sum, six dozen dozen, or a half-dozen dozen?

ANSWER: Six dozen dozen is 72 dozen. A half-dozen dozen is six dozen.

QUESTION: If three cats can catch three mice in three minutes, how many cats can catch a hundred mice in a hundred minutes.

ANSWER: The same three cats.

Who was the first to go round the world?
The man in the moon.

When is a piece of wood like a king?
When it is a ruler.

Why is the letter T like an island?
Because it is in the middle of water.

What kind of insect is made by a blacksmith?
The Firefly.

What is that which you often return but never borrow?
Thanks.

Why is a straw hat the most comfortable to wear?
Because it is not felt.

BILLY: "You have been followed home to-night."
TOM: "Who followed me?"
BILLY: "Your shadow."

FIRST BOY: "My hands are dirtier than yours."
SECOND BOY: "Yes, because you are two years older than I am."

(continued on page 28)

How to rid yourself of INDIGESTION

Indigestion is a serious matter. It affects so many parts of the body that temporary relief is not enough. The only way to conquer Indigestion is to restore the natural digestive functions. You must take LACTOPEPTINE, which contains those very elements which Nature herself uses to digest your food for you, tones up the digestive tract, stimulates the production of the digestive juices and sets them active again.

TAKE

Lactopeptine

BRAND

The POSITIVE *Remedy for* INDIGESTION

We cross the border next morning, and continue our flight over Rhodesia. "This country," explains Mr. Robinson, "was discovered and developed by Cecil Rhodes, after whom it is named, and he is buried on the top of the Matopo Hills, at a spot known as 'the world's view'. Rhodesia has developed remarkably, and now has many valuable exports, among which are gold, cotton, tobacco, rubber and ivory."

"We are crossing the great Zambesi River now," continues Mr. Robinson, "and higher up the river are the Victoria Falls, a magnificent waterfall with a drop which is twice the height of Niagara. At the top, the river is over a mile wide, but at the bottom it narrows to a gorge only 400 feet wide."

We spend the night at Salisbury, and proceed next day to Bulawayo, where the body of Cecil Rhodes lies, and on passing further south, we reach the Transvaal, the air liner landing at Pietermaritzburg. We then continue to Johannesburg where we remain for the night. From Johannesburg we fly next day to Kimberley. Mr. Robinson turns to the children and asks them if they know why Kimberley is famous.

DIAMOND MINE

"Yes," replies Allan, "they get diamonds from Kimberley." "That is right," agrees his father, "and the mine is a vast open excavation, over four hundred feet deep, while the underground works reach a depth of over 3,500 feet. It is the largest hole in the world."

TABLE MOUNTAIN CAPETOWN

Our next port of call is Victoria West, the centre of a sheep-farming district, and from here we fly to the terminus of this flight, Capetown. As we approach, Mr. Robinson says to the children, "Can you see the Table Mountain?" "Yes," they reply. "But what is that big cloud on the top?" continues Betty. "That is known as 'the table-cloth'," explains her father, "and is actually a cloud formation which rests on the top at times. There is a legend which says that, many years ago, a Dutch settler climbed to the top and, meeting the Devil, an argument arose as to who could smoke the hardest. The outcome of this was that the Dutchman was destined to compete in this contest for ever, and the clouds seen at times on the summit of the mountain are said to be the smoke from the pipes."

THE FINAL STAGE

THE ROCKIES CANADA.

ALTHOUGH there is no through air service across Canada, Canadian Airways, Limited, have this project in view, and in the event of the demand meriting this service, the Company will be prepared to run a regular trans-continental service. There, are however, a number of airports and bases from which the Company run passenger, mail and freight services to the main points in the vicinity.

We must, therefore, imagine for this trip, that we are flying along a route which is already linked up by air.

Our party, then, boards a small flying machine at Vancouver, the large city on the western seaboard of Canada. Mr. Robinson turns to the children when the machine has started on its journey eastwards, and asks : "Do you know what province we are crossing now?" "Yes," quickly replies Allan, "it is British Columbia." "That is right," says his father, "but for its size it is very poorly populated. You must realise that most of the province is composed of mountainous country, and the mountainous parts have no towns or cities. We are over the River Frazer now, and this is noted for one of the most extensive salmon fishing and canning industries in the world."

Betty chimes in with, "Are those trees on the sides of the mountains, daddy?" "Yes," replies her father, "and in this district, timber is one of the main exports."

"What do the pilots do when there are snowstorms and winds over the Rocky Mountains?" asks Allan. "Well," answers his father, "as far as is humanly possible these men fly in the worst kind of weather. They consider that the mails must be carried through, as the stage coach drivers did in the days of long ago."

THE ROCKY MOUNTAINS

Passing over the Rocky Mountains, some marvellous views are to be seen from the

plane, with the densely wooded sides, down which cascade mountain streams.

Passing over Nelson, Mr. Robinson says to the children, " To the north is a place called Calgary, at which a great ' rodeo ' is held every year, and the cowboys of the prairie all gather to show their prowess in riding wild ' bronchos ' and roping steers, which are young cattle."

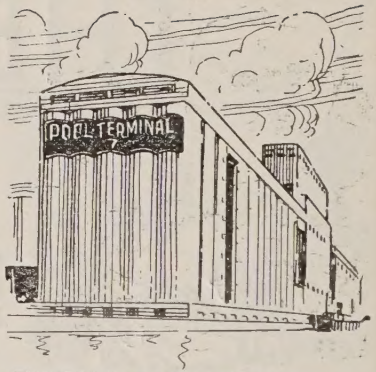
Lethbridge and Medicine Hat are next passed over, and the country starts to get flatter, until we land at Regina for the night. Regina is the main city of the province of Saskatchewan, and this province is one of the wheat-growing areas of Canada.

Mr. Robinson explains to the party, " The wheat, when harvested, is stored in large elevators in the country districts, is collected by trains and taken to the colossal elevators on the lakes for shipment."

RIDING A BRONCHO

Resuming the trip next day, we fly to Winnipeg, which is the centre of the prairie provinces, and is the focussing point for all the grain shipments.

The next stage in the journey carries us over the border of Manitoba into Ontario, which is the most important province in the whole of Canada. It contains a third of the population of Canada, and produces 53 per cent. of the manufactures of the total provinces, as well as leading in the fruit farming, corn and dairying, while it produces 41 per cent. of the minerals. Vast orchards are a common sight in this province.



GRAIN ELEVATORS

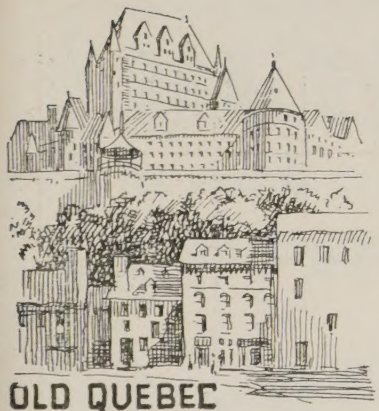
The children, and in fact the whole party, are thrilled with a view of Lake Superior, the westernmost of the Great Lakes.

Skirting the northern shore of the lake we fly down to the town of Sudbury, an air base of Canadian Airways, Limited, where we spend the night.

From Sudbury, we continue to Ottawa, the capital, and on to Montreal, the port of embarkation for the steamship route to the British Isles and Europe.

We now fly down the broad St. Lawrence River to Quebec. " It is interesting to know that seven out of ten persons in the Province of Quebec are of French origin and speak French," Mr. Robinson informs the party. " Both Montreal and Quebec are in this province, and are fine cities, Quebec having many fine examples of old French architecture."

All kinds of winter sports are practised by the Canadians who live in the eastern provinces, for the winter months



OLD QUEBEC

in this part of Canada are always attended by heavy snow.

A favourite winter sport among the Canadians is Ice Hockey, and it is considered to be the fastest game in the world.

The game is played by two teams of six players, wearing ice skates, and it is played like ordinary hockey, except that the "puck," which is a disc of vulcanised rubber taking the place of a ball, is pushed or slid along the ice by means of the stick.

The rink must not exceed 200 ft. by 130 ft., and any smaller sizes shall, as far as possible, keep to the same proportions. There is a goal at each end, and the limits of the rink are marked with a black line, the playing area being divided into three by two black lines parallel to the ends, while a black spot marks the centre of the rink.

The players are divided into 3 forwards, left wing, right wing and centre; 2 defence, left and right; and one goalkeeper. Two substitutes are allowed in case of injury or as desired.

The goalkeeper wears pads only for protection, and in no case may these exceed a width of 20 ins. when the legs are together.

The teams play three periods of twenty minutes each, separated by a rest of ten minutes.

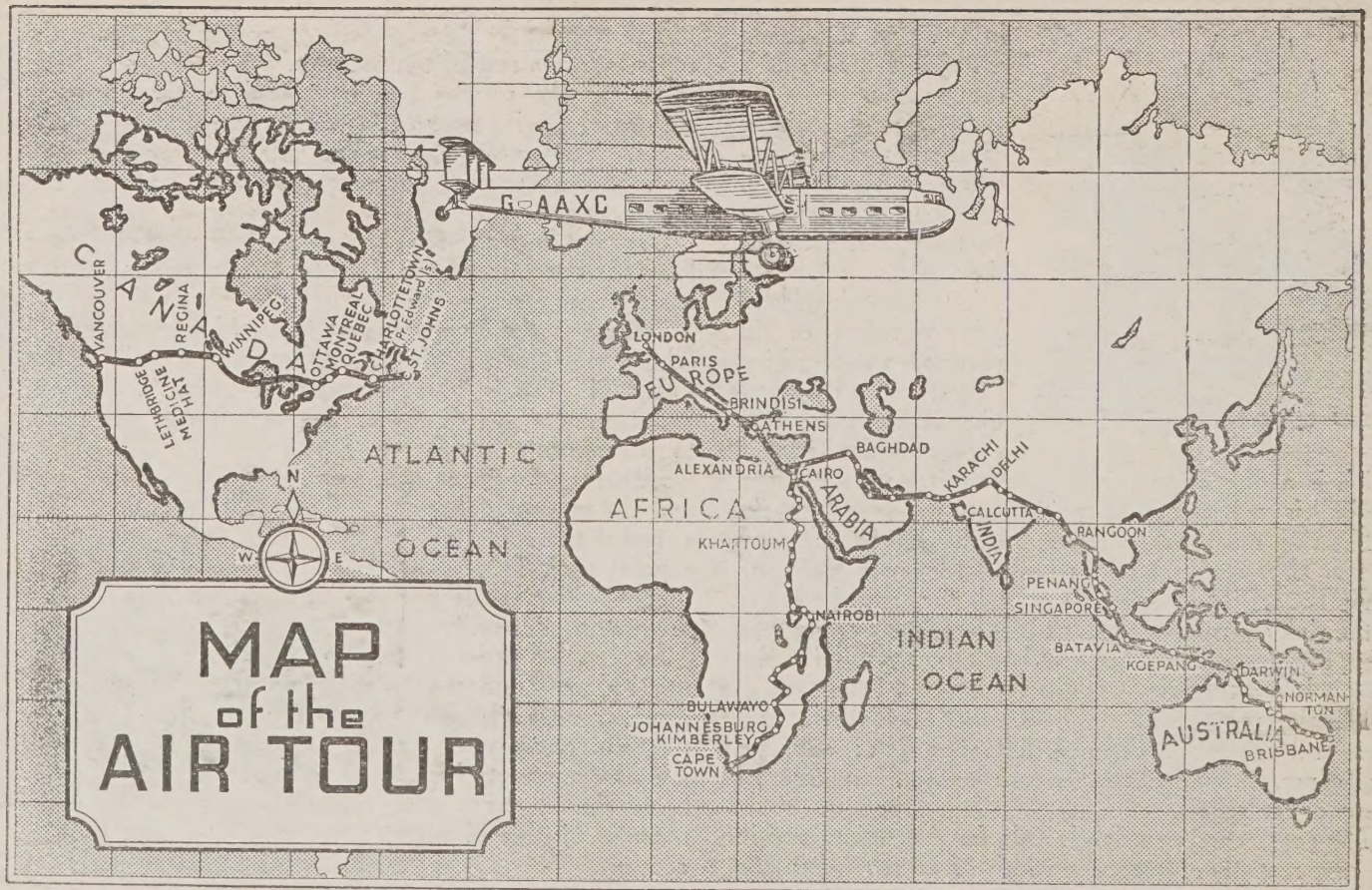
To see the players flashing round on the gleaming surface of the ice is one of the most exhilarating experiences. The puck glides about and the players wheel, turn and glide with incredible swiftness, almost too quickly for the eye to follow the progress of the game.

Our next hop is to Charlottetown, the capital of Prince Edward Island, and from there to Newfoundland, which is a Dominion on its own.

"What is the largest export from Newfoundland?" asks Mr. Robinson of the children. "Why," replies Betty, "it's fish." "You're wrong," says Mr. Robinson, "you may not believe it, but the forests are made to produce pulpwood for making paper, and the pulpwood has a bigger share of the exports than fish, although fishing is a very important industry."

So we end our journey by air round the Empire, and it is hoped that the pleasure enjoyed by our party has been shared by the readers of this short account.

SHIPPING PULPWOOD



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